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INFORMATION REPORT INFORMATION REPORT
CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Uzbek SSR) REPORT [redacted]
SUBJECT Aircraft Plant No. 84, Tashkent DATE DISTR. B July 1961
[Hours, wage, production, description] NO. PAGES 1
REFERENCES RD 50X1-HUM
DATE OF INFO. [redacted] 50X1-HUM
PLACE & DATE ACQ. [redacted] FIELD REPORT NO. 50X1-HUM

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enclosure attached

STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	OCR	X	NIC	X	
(Note: Washington distribution indicated by "X"; Field distribution by "#".)														

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COUNTRY : USSR (Uzbek SSR)

SUBJECT : Aircraft Plant No. 84 at Tashkent

DATE OF INFO : [REDACTED]

PLACE ACQUIRED : [REDACTED]

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1. Aircraft Plant No. 84 imeni Chkalov had been located in Tashkent since its transfer from Khimki in 1941.¹ The plant had had the same designation number while in Khimki, [REDACTED]

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[REDACTED] In 1953, Plant No. 84 was subordinate to the Ministry of Aircraft Production and had POB no.116 . It employed 10,000 workers in three shifts, which changed at 0800, 1700, and 0030 hours. The plant was situated in four parts of Tashkent, not counting the few administrative departments which were at a fifth location. Each of the four locations of the plant was a separate site (teritorya) in itself. Three of the four sites were production areas, while the fourth site comprised the warehouses for the entire plant.

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Att

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2. Site "A" was located on Poligraficheskaya Street in the Moskovskiy rayon (virtually in the center of town), where it occupied an area 1 x 1.5 kilometers in size which was surrounded by a 2-meter-high brick fence. This street had a different name but the townspeople still referred to it as Poligraficheskaya. The site comprised the management of the entire plant and shops for the production of aircraft components, such as Shops (tsekha) Nos. 1, 2, 3, 4, 6, 7, 8, 9, 12, and 22. Also at this site were Auxiliary Shops Nos. 21, 38, 44, and 49, as well as store buildings, garages, and the central laboratory. Shops Nos. 1 and 3 were mechanical workshops producing small aircraft components made of aluminum and steel, such as bolts and muffs. ^[Sheet, hollow cylinders] Shop No. 2 was also a mechanical workshop which produced tubular constructions for airframes. Shop No. 6 was the hydraulic presses shop, while Shop No. 7 was the sheet aluminum cutting shop (zakroyechniy tsekh). Shop No. 8 was engaged in hardening small components, and Shop No. 9 was an aluminum components casting shop (aluminyevo liteyniy tsekh). Shop No. 12 produced work tools (instrumentalnyi tsekh), while Shop No. 22 assembled small parts (tsekh sborki myelkikh uzlov). Of the auxiliary shops, No. 21 was the chief mechanic's shop, No. 38 was the transport shop for conveying components from Site "A" to Site "B", Shop No. 44 was the electrical shop, and No. 49 the power shop (steam, gas, compressed air, etc.).

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3. In 1953, Site "A" contained the following thirteen buildings:

- a. A building about one kilometer long and 100 to 150 meters wide the shape of a trapezoid; ^[rectangle?] it was the largest building at the site. The front of the building was three stories high and contained the plant's management and administrative offices. The back of the building was about two and one-half stories high and housed Shops Nos. 1, 3, 7, and 12.
- b. A building about 400 meters long, 300 meters wide, and two and one-half stories high. Shop. No. 6 occupied this entire building.
- c. A building 180 meters long, 100 meters wide, and two and one-half stories high, which was occupied by Shop No. 8.
- d. A building 300 meters long, 250 meters wide, and one and one-half stories high. Four-fifths of this building was occupied by Shop No. 4, while one-fifth of it served as a warehouse for sorting components to be transported to Site "B".
- e. A single-story building 20 meters long and 20 meters wide, which housed Shop No. 44.
- f. A two-story building about 50 meters long and 30 meters wide, which housed Shop No. 49.
- g. A single-story building (but the height of a building about one and one-half stories) about 80 meters long and 30 meters wide, which was occupied by Shop No. 21.
- h. A building about 500 meters long, 300 meters wide, and about two and one-half stories high, which was occupied by Shops Nos. 2 and 22.

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- i. A single-story building about 40 meters long and 15 meters wide, which housed the central laboratory for the entire plant.
 - j. A single-story building about 60 meters long and 15 meters wide, which served as a warehouse for raw materials.
 - k. A fire brigade building.
 - l. A guardroom (civilian, armed guards).
 - m. A garage, the only one of the listed buildings situated just outside the area of Site "A".
4. Site "B" was located in the Kuybyshev district at the southeastern end of the town. Next to the area was the plant's airfield, a concrete-surfaced polygon 2 x 2 kilometers in size for testing finished aircraft. Site "B" included all the assembly shops of the plant, among which were Shops Nos. 10, 15, 19, 34, 35, and 36. The exact functions of each of these shops was not known [redacted]. There were more buildings in Site "B" than there were in Site "A", although they were smaller. The buildings of Shops Nos. 34, 35, and 36, among the largest in the area, were large hangars. Shop No. 35 carried out the final assembly of the aircraft, which were painted in Shop No. 34 and were statically tested in Shop No. 36.
5. Site "V" of the plant was situated at 18 ulitsa Vnov Probitaya, a new street in the Kuybyshev district but in the northeastern end of town. Site "V" occupied an area 400 meters x 300 meters which was unfenced. A railroad spur led into this area, [redacted] [redacted] Shop No. 13 in this area, the carpentry shop, served

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as a sawmill and comprised a single-story building 30 meters x 15 meters, another single-story building 30 meters x 20 meters housing the carpentry machinery, and a two-story building 15 x 15 meters used for drying lumber.

6. Site "T" was situated in the Frunze district of the town near the Textiles Combine - hence the designation "T"

The area was known to serve solely as a raw materials depot and was served by a railroad spur.

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7. Directly opposite Site "A", on Poligraficheskaya, there was a huge four-story building belonging to Plant No. 84. Located in this building were the cadres department, the offices of the plant's Party cell, the plant trade union, offices, the restaurant, and factory kitchen (fabryka-kukhnya) which also served other plants and institutions. No permits were necessary to enter this building.

8. From about 1946 or 1947 to 1953, Plant No. 84 manufactured two types of piston-engined transport aircraft: the LI-2P and the LI-2T. The LI-2P was a passenger aircraft with a capacity for 24 passengers and a three-man crew (pilot, co-pilot, and stewardess). The "P" in this designation stood for Pasazhirskiy. The LI-2T ("T" standing for Transportiniy) was a transport aircraft. The plant produced these two models, which were actually a copy of the Douglas type, in series of ten aircraft, that is, components were produced simultaneously for

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tan aircraft. Between 1947 and March 1953, the monthly output of the plant ranged from a minimum of 30 to a maximum of 33 of these aircraft. The engines of the LI-2P and the LI-2T were identical and were not manufactured at Plant No. 84, but rather at a special engine plant in Perm. The radar and blind landing equipment were also manufactured elsewhere [redacted]. The plant's products were intended mainly for civilian use, but a military commission consisting of fifty air force officers, headed by a major, was permanently attached to the plant [redacted]. In addition to the LI-2P and the LI-2T, the plant manufactured small components for the IL-12 and, later, the IL-14 aircraft (no details on the parts and their uses). [redacted] the plant continued producing LI-2 aircraft after 1953 and was still producing them in 1958. In 1954-1955, it was said that the plant began to manufacture the IL-14 planes, but this attempt proved to be a failure and resulted in the dismissal of the director general of the plant, Leonid Alekseyevich Guskov, and the chief engineer, Nikolay Sivyets. Following the failure to produce IL-14's, the plant made arrangements to begin production of the turboprop aircraft of the UKRAINA or the AN types (after the name of its designer, Antonov (fnu)).

9. Regarding the supply of raw materials, [redacted] Plant No. 84 received its paints and lacquers from the Pobeda Rabochikh plant in Yaroslavl, in the Moscow environs [possibly the Yaroslavl station, at N55-47, E 37-40].

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10. [redacted] the plant began to be enlarged in about 1957.

A new building was erected for the galvanization shop, in the vicinity of Shops Nos. 2 and 22. Since that time, Shop No. 4 had been a paint shop.

11. The following people were or had been employed at Aircraft Plant No. 84 in Tashkent:

a. Nikolai Dmitryevich Shcherbakov, deputy director general of the Tashkent Sovnarkhoz since its establishment in 1957, prior to which time he was a deputy director of Aircraft Plant No. 84 and head of the plant's labor and wages department. [redacted]

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b. Nikolay Vasilyevich Sivyets, in charge of production at the plant since 1956-1957, [redacted]

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c. Babakhanov (fnu), director of the designers department and an aircraft engineer by profession, [redacted]

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his

duties at the plant were of an administrative-technical type.

He maintained the contact with the plant's chief designer

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(Ilyushin), who resided in Moscow. [redacted]

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- d. Leonid Alekseyevich Guskov, director general of the plant until 1956-1957, [REDACTED]

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[REDACTED] transferred to the aircraft

plant in Chkalov. [REDACTED]

- e. Petr Ivanovich Krasavin, deputy director in charge of production since 1956-1957 and former director of production in the same plant [REDACTED]

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- f. Yakov Moyeyevich Trosman, director of Shop No. 22 at Site "A" since 1952 [REDACTED]

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- g. Balakerev (fnu), director of Shop No. 7 at Site "A" [REDACTED]

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12.

[Redacted]

13. Attached is a sketch-layout of Site "A" of Aircraft Plant No. 84 in Tashkent, with legend.

[Redacted]

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Legend

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1. Poligraficheskaya Street.
2. Vehicle entrance.
3. Pedestrian entrance (three gates).
4. Entrance permits' office.
5. Steam installations of the plant.
6. Chief guard's office.
7. Guardrooms.
8. Fire brigade.
9. Fire brigade watchtower.
10. Directorate and administration of the plant (three stories).
11. Shop No. 1.
12. Shop No. 3.
13. Shop No. 12.
14. Shop No. 7.
15. Plant garage.
16. Shop No. 21.
17. Shop No. 8.
18. Central laboratory of the plant (Shop No. 61).
19. Fire brigade's water reservoir.
20. Shop No. 6.
21. Shop No. 2.
22. Shop No. 22.
23. Shop No. 9.
24. Shop No. 49.

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Legend (continued)

- 25. Shop No. 4.
- 26. Sorting stores for components to be transferred to Site "B" of the
plant (Shop No. 38).
- 27. Shop No. 44.
- 28. Raw materials warehouses.
- 29. Garden.

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